be allowed to retard the progress of the Proteus. It is of the utmost importance that she take advantage of every lead to get up to Lady Franklin bay.

COMMANDER WILDES' REPLY. U. S. S. Yantic, Thind Bate, Navy Yand, N. Y., Oct. 16, 1883.—Hon. W. E. Chandler, Secritary of The Navy, Washington, D. C.—Sir: I have to acknowl-edge the receipt of the department's letter of

edge the receipt of the department's letter of the tenth instant, requesting information on certain points in connection with the late cruise of this vessel to the Arctic seas.

My orders directed me to "proceed to the northward through Davis's straits, in company with the Protein, if practicable "which ship, being fitted for cruising in the ice, will probably take advantage of opportunities to reach her destination, which you would not feel authorized in taking in the Yantic, "You will take on beard at St. John's all the coal that you can safely carry, below and on deek, as it is very desirable that you reach your destination with an ample supply still remaining for use. It may be possible to obtain a small supply of coal on the coast of Greenland, but this can-

It may be possible to obtain a small supply of coal on the coast of Greenland, but this can-not be relied upon."

I sailed from St. John's with 197 tons of coal below and on deck; the Protous carried, between 500 and 600 tons. The Yantic, steam-ing with six fires, makes an average speed of 61 to 7 beats were bore in average speed of 6) to 7 knots per hour in smooth water. The Proteus, steaming at full speed (which Capt. Pike told me he used), made about 3; to 9 knots per hour. On the run to Godhaven, under sail alone. I kept well to the eastward to avoid the Labradorice. The Protous, some sixty miles west of our track, under steam, pushed through a stream of ice for five hours, which was of a heavier nature than they are accustomed to meet on that coast, and which, her officers stated, could not have been pene-trated by the Yantic. The boilers of this ves-sel were in an unreliable condition when she sel were in an unreliable condition when she was ordered to fit for the northern cruise. Repairs were pushed night and day to hasten her departure, but, not being finished on sailing day, the material for completing the work was put on board. Repairs were continued in St. John's, but on our passage to Godhaven they were discontinued, as it was desirable to have steam power ready to use in case of necessity. Having arrived at Godhaven, and knowing that from thence northward our main dependence would be on the engines. I determined to get the beilers in fair condition before leaving. This took six days. One day was then taken to get coal from brig Peru, which had just arrived; then thick, stormy weather set in, which delayed our destormy weather set in, which delayed our de-

parture two days.

I arrived in Godhaven with 170 tons of coal. I arrived in Godhaven with 170 tons of coal. In these narrow seas I thought the ship abid to carry more than when she left St. John, and deemed it prudent for future operations to provide as much as possible. For this purpose I went to Rittenbank, where twenty tons were procured, and thence to Kudliset, where the supply was completed. Our bunkers and decks were then full, and being now as well prepared as I was able, July 25 we proceeded northward.

My instructions also stated that "you will rely to a certain extent upon the information which is given you by the Danish authorities at Disco and Upernavik as to the probable movements of ice, &c., &c." I visited Upernavik to obtain this information, arriving at 10 p. m. July 25. By morning a dense

ing at 10 p. m. July 25. By morning a dense for had set in, and continued with slight intermissions until the thirty-first, when it cleared and I proceeded to sea. No time was lost, and no nunecessary delay

was made at any point. The Protous, carrying a large supply of coal and steaming at full speed, had only to delay to obtain the stores left at Godhaven last year and a native dog driver from Disco fiord. She then went north without stopping.

Had I sailed from Godhaven at the same time at the Protous harden had a matter.

time as the Proteus, besides being unable to keep up with her, I should have arrived at Littleton island, 1,000 miles distant, with my coal supply reduced to about seventy-five tons, and the boilers in a leaky, precarious condition. (This vessel burns with six fires, condition. (This vessel burns with six free, conomical steaming, thirteen tons per day, besides an average of one ton per day for condensing and galley.) This is without taking into account any detention from thick weather of ice, which cannot be counted on, as the normal condition of this region appears to be for

fog.
The body of water known as Melville bay is so little understood generally that a short description may not be out of place here. From Cape Shackleton, which may be regarded as the southern point, the coast trends northerly 150 miles to Cape Walker, thence westerly 150 miles to Cape Dudley Digges. The coast line is one vast glacier, the rocky headlands only projecting, which constantly discharges multitudes of icebegg, many of enormous size. These, drifting to the westward and grounding in the sheal water south of Cape York, frequently hang up for a whole season the vast fields of ice which seemmulate during the winter. When not so hung up by bergs, the main "or "middle" pack, which is out to the state of the surrent from Smith's

the winter. When not so hung up by bergs, the "main" or "middle" pack, which is out of the influence of the current from Smith's sound to Davis's straits, drifts back and forth with the provailing winds, at times leaving open water between it and the fast ice and again closing.

The North Star was caught in August, 1849, and luckily broke out after "hair-breadth escapes" on twenty-fifth of September, and succeeded in getting into Wolstenholm sound, where she wintered. The first Grinnell expedition, in 1855, was caught in the pack early in July and not released until Aug. 15. In 1857 the Fox was caught south of Cape York and drifted all winter in the pack. In 1875 the Alert and Discovery met the pack just outside the Brown islands, near Upernavik, and were thirty-four hours pressing their way through. On the twenty-second of July, 1876, the Pandora was beset fer eight days in the pack and only succeeded by great exertions in freeing herself, having been in imminent danger of being crushed. Many whale ships have been lost in this bay. During one year the governor of Upernavik states that he had 200 men thrown on his bounty whose ships had been crushed in the ice. 186e proceedings U. S. naval inon his bounty whose ships had been crushed in the ice. (See proceedings U.S. naval in-stitute, Dec. 11, 1873.)

Commander Markham, second in command of the Alert, an Arctic navigator of no mean repute, says: "The dangers connected with a passage through Mellville bay are now so well known to all who have taken any interest in Arctic affairs, or who have devoted any time to the perusal of Arctic literature, that it is needless for me either to explain or dwell upon them at any length. Many a well equipped ship has been caught in the fatal embrace of this bay. What tales of wee and disaster could its icy waters unfold, &c."

Cant. (1. S. Nares, companying the British

Capt. G. S. Nares, commanding the British polar expedition of 1875-6, having been thirty-four hours in the middle pack, says: "Aithough we made so successful a voyage through a locality justly dreaded by experienced ice navigators, the conclusion must not be hostily arrived at that a similar passage."

enced ice navigators, the conclusion must not be hastily arrived at that a similar passage can always be commanded. Had a strong breeze set in while we were among the ice we should have been beset in the pack, and, at the very least, delayed several days."

In view of those facts, I should have felt justified in delaying to a still later date the attempt to cross Melville bay, or even not making the attempt at all. Fur I did not delay one moment after I considered my ship prepared and the weather had cleared, but pushed across to Cape York, feeling certain from the thick, foggy weather, raw, chilly air, from the thick, foggy weather, raw, chilly air, flames of snow, and smooth sea, that the middle pack was not far distant. Pandera harbor was reached six days after the boats had gone south.

To conclude this part, I did not intend to

To conclude this part, I did not intend to run the vessel under my command in the haphazard, happy-go-lucky fashion which finally brought the Protens to grief, but to make sure, so far as possibly, of every step which I took. Had the Protens been ordered to keep company with the Yantic, it would have been vastly better for all concerned.

I sailed from New York, having a ship's company of 124 enlisted men and twenty officers, with eight menths' provisions for eighty men on board; every available space was utilized for their stowage. On our passage northward the usual ration was found insufficient, and 120 rations were issued. On learning of the loss of the Proteus, I considered my first and paramount duty was to pick learning of the loss of the Proteus, I considered my first and paramount duty was to pick up the boats, which contained thirty-seven men. Having done that, it would be time to consider what next. I had no doubt that I should do this, and hoped to find them at the Cary islands, or, failing there, somewhere between Cape Parry and Cape Athol. Should they have reached and entered the ice of Melville bay, I thought it impossible to tell when they would appear.

when they would note are to go over the same ground. This would necessitate my to-terday.

The police made eighty-eight arrests during the twenty-four hours ending at 7 a. m. yes-same ground. This would necessitate my to-terday.

maining very late in the season, as it was quite out of the question to return home with-

out them.

But the pack prevented my reaching Cape Athol, and having worked through on Aug. 9 various fruitless attempts were made to find an opening between Cape Dudley Digges and Cape York. On the tenth a heavy pack appeared to the southwest, the wind was northeast, and the ice moving off shore down on us; there was ice behind us, preventing our return northward. I had no alternative but to proceed to Upennvik.

In taking these steps I was governed by what I have previously stated in regard to the possibilities of Melville hay and the probabilities of our being beset in the pack. Once involved in ice I knew we would be helpless, and our imprisonment of indefinite duration. I had no fears for Lieut. Greely, who, living in a region reported well stocked with game, and cour imprisonment of indefinite duration. I had no fears for Lieut. Greely, who, living in a region reported well stocked with game, and commixed his provisions. Should he reach Littleton island, besides the provisions on the west coast, the rocks and waters between that island and the mainland abound in walrus, the steach from their ordure fouling the air for a long distance. On the neighboring mainland reindeer are reported numering the air for a long distance. On the neighboring mainland reindeer are reported numer-ous. On the southeast Cary island there is a cache of six months' previsions for twenty men, known to Lieut. Greely who landed there. They would have to live Esquimaux fushion, but Dr. Kane and Lieut. Schwatka

did that.
The clause of Lient, Garlington's instruc-

The clause of Licel. Garington's massive tions mentioned on the last page of the de-partment's letter was known to me.

The memorandum marked "Enclosure 4," with no date or signature, which I presume are the "supplementary instructions" so often spoken of, was never heard of by me until our

arrival in St. John's, nor seen until now.

The schedule of provisions on hand Aug. 3 and Sept. 15 are inclosed as directed. In conclusion, I beg to state that I am prepared to shoulder all the responsibility which properly belongs to me, and if this statement is not estimated to the statement in the statement of the statement is not estimated by the statement. properly belongs to me, and it this statement is not satisfactory, and there still remains doubts in the department that I have not done my duty as an officer of the United States navy, I respectfully request that a court of inquiry may be ordered on my conduct, as I do not wish to rest under the imputation that I have heedlessly and unnecessable last Liout Greaty and party to the sarily left Lieut. Greely and party to the possibility of perishing by starvation. I am, sir, your obedient servant,

FRANK WILDES, Commander, U. S. N.

Commander, U. S. N.
PROVISIONS ON HAND AUG. B. 1883;
Seven thousand pounds bread, 5,599 pounds salt beef, 6,000 pounds ports, 2,500 pounds pressed meat, 2,900 rounds flour, 300 pounds rice, 140 pounds dried fruit, 750 pounds pickies, 3,500 pounds sugar, 47 pounds ten, 1,800 pounds coffee, 630 pounds butter, 300 gailons behas, 40 gallons molasses, 40 gallons vinegar, 700 pounds pressed tematoes.

C. M. RAY,
Passed Assistant Paymaster, U. S. N.

PROVISIONS ON HAND SEPT. 15, 1883. PROVISIONS ON MAND SETT, 15, 1883.
Four thousand pounds bread, 4,500 pounds sait beef, 4,640 pounds pork, 1,500 pounds pressed meat, 400 pounds flower, 175 pounds rice, 140 pounds dried fruit, 655 pounds pickels, 2,400 pounds sugar, 47 pounds tea, 1,200 pounds coffee, 500 pounds butter, 260 gallous beaus, 5 gallous of molasses, 5 gallous vinegar, 650 pounds pressed tomatoes.

C. M. RAY.

Pasted Assistant Paymaster, U. S. N.

COL. PARKER BANQUETED.

He Is Entertained at the Arlington by a Number of His Former Associates.

On Saturday evening last a banquet was given at the Arlington hotel to Col. David B. Parker, late chief of postoffice inspectors, by a number of the officials of the postoffice department, who were desirous of testifying their appreciation of the colonel as an officer and a gentleman. Those who united in giving this banquet were Hon. Frank Hatton, first assistant postmaster general; Hon. R. A. Elmer, second assistant postmaster general; Hon. A. D. Hazen, third assistant postmaster general; Hon. A. D. Hazen, third assistant postmaster general; Dr. C. F. Macdonald, superintendent money order system; Col. W. B. Thompson, general superintendent railway mail service; Mr. J. H. Blackfan, superintendent of foreign mails; Col. J. O. P. Burnside, disbursing officer; Mr. E. J. Dallas, chief of the dead letter office; A. A. Freeman, assistant attorney general; Mr. James H. Marr, chief clerk of first assistant's office, Mr. C. M. Walker, chief clerk of the department; Mr. A. G. Sharp, chief of postoffice inspectors; Mr. H. D. Lyman, chief clerk of second assistant's office; John Jameson, assistant superintendent railway mail service, and Mr. James Maynard, chief clerk of division of rail development. their appreciation of the colonel as an officer and Mr. James Maynard, chief clerk of divi-sion of mail depredations.

To meet Col. Parker the gentlemen had in-

vited Judge Gresham, postmaster general; Hon. J. A. Creswell, ex-postmaster general; Mr. Theodoro N. Vail, formerly general superintendent railway mail service, and Postoffice Inspectors Thomas P. Shalleross, W. T. Hen-derson, and P. H. Woodward, all of whom were present, excepting Gen. Creswell, who, in a letter, sent his regrets that absence from the city would prevent his attendance. Mr. the city would prevent his attendance. Mr. Creswell's letter also paid a high tribute to the worth of the guest of the evening. Dinner was served at 7 o'clock in one of

the pariors of the Arlington. The table was beautifully decorated, a great bank of flow-ers running down the center, and from this prays of smilax were trailed to encircle each sprays of similar were traited to entirely each plate. Before each guest stood a vase with a beautiful bouquet. The senses of sight and smell being thus gratified, that of taste was provided for with elegance in the following menu:

THE POSTAL CARD. Blue Points on half shell.

POTAGE. Vino de Pasto. Consomme de Volailles, aux Quenelles. HORS D'ŒUVER. is. Anchois. Olives farci. Celeri. Kromsky, a la Russe. Pettis Bouchees, a la Roine. POINSON,

Bass, a la Chambord. Croquettes de Pommes de Torre, RELEVEE.

Haut Sauterne

Filet de Bœuf, en Charirouse.

Terrapin, Arlington style. ENTREES. Dry Monopole. Ris de Veau, a la Montpensier. Supreme de Perdresux, a la Perigeux,

ENTREMETS. Font d'Artichaux, et Macedoine, Choufleurs, a la Sauce,

Punch, a la Parker. Chambertin.

Becasse, sur Canapes et Cressons.

Salade, Cours de Laitues.

ENTREMETS SUCRES.

Charlottes, a la Richelieu. Gateaux Assortis. Glace Harlequin,

DESSERT. Fromage Brie et Roquefort.

Fruits. Cafe. Fromage Brie et Roquefort.
Gen. Elmer presided at the feast, and after
it was finished performed the duties of teastmaster in such a happily persuasive manner
that responses were heard from each guest.
In response to the teast drank in his honor
Col. Parker referred to the many pleasant relations formed during his connection with
the department, and expressed his regret that
they must be severed. He promised himself,
however, the pleasure of joining his old companions whenever it was possible and holding panions whenever it was possible and holding sweet council with them. The party sep-arated at a late hour wishing Col. Parker "God speed" in his new career and carrying with them pleasant memories of the eccasion. There were many expressions of regret be-cause of the absence of Frank Hatton, who

cause of the absence of Frank Hatton, who was kept at home by sickness.

Previous to the banquet Col. Parker was presented with a gold watch and chain, a diamond ring, and an autograph album by his late associates. Postmaster General Cresham made the presentation speech.

CINCINNATI, OHIO.—The Times-Star says that as a remedy for rhoumatism and a cure for pain St. Jacobs Oil takes the lead.

Col. Augustus Funk. The clerks in room No. 3, D. D. C., adjutant general's office, at a meeting held Saturday afternoon, passed the following resolutions in memory of Col. Augustus Funk, who died in New York Oct. 18:

died in New York Oct. 18:

Resolved (1), That in the death of Col. Funk we, his comrades in the adjutant general's office, have lost the wise counsels and valued fellowship of a most esteemed gentleman and colaborer; the state of claim the peer of any man, and the wife sustains the unifucity loss of the nearest and dearest association of earth.

Resided (2), That we tender to the stricken widow our deepest sympathy in this her most desciate hour; that a copy of these resolutions be transmitted to her, and that a copy also be furnished for publication in The National, European and this city and the New York Finess.

RACING IN THE RAIN.

The Last Day of the Fall Running Meeting at Ivy City.

The Winners and the Money Won-Sports

Saturday afternoon the autumn meeting of the National Jockey club ended with a fair attendance and five good races. In every way the meeting has been a great success. In management, attendance, good horses, good racing, successful starting, and financial results, it will compare favorably with the meetings held by the best of the older jockey clubs of the country. This satisfactory result will insure further enterprise on the part of the club in the way of offering inducements at its future meetings sufficient to render its track a favorite with the best stables in the

country, and insure the coming here of the best class of racers of the future.

The departure of many of the horses for Baltimore caused the entries in the different events Saturday to be rather light, the attendance being, in consequence, the smallest of the week, 2,000 being probably a fair esti-mate of the crowd present. But the racin-itself was as good as any that had signalized the preceding days, the finish between Birch, Rica, and Bella being quite a treat, and the closest of the meeting. Old Fair Count won the Congress stakes in time and style worthy of the days when he was a dangerous antagonist, even to Eole and Glemnore. A light rain fell at intervals during the af-ternoon, and while not sufficient to make the

track very heavy, made it somewhat slow. SUMMARY.

First race—The Ivy City stakes, for two-yearclds; \$30 each, half forficit, the club to add \$50, of
which \$100 to the second. To carry 115 pounds;
sex allowances. The winner to be sold at auction
for \$5,000, unless entered to be sold for less; if
ontered to be sold for \$4,000, allowed 5 pounds; ife
entered for \$3,000, allowed 10 pounds; then a pound
for each \$200 down to \$2,000; then I pound for each
\$100 down to \$1,000. Any surplus over selling
price to be divided between second and third,
Beaten horses not liable to be claimed; one mile.
W. P. Berol's Mittle B, by King Alfonso, dam
Flash, 107 pounds (Maynard).
Mr. Kelso's Woodlark, 87 pounds (Leach).
J. E. Keily's Nitot, 100 pounds (Fisier).

Mr. Kelso's Eclat, 37 pounds (Meaton).
Betting—Mittle B, 3 to 5; Eclat, 3 to 1; Nitot, 4 to
1; Woodlark, 10 to 1.
Pools—Mittle B, \$100; Kelso, \$50; Nitot, \$20.

Nutuels paid \$5,55.

Time, 1471'2.

Second race—Purso \$400, of which \$30 to second: SUMMARY.

Second race—Putse \$400, of which \$00 to second: weights for three-year-olds and upwards 10 pounds, and for two-year-olds 10 pounds above the scale;

Pools—Burch \$100, field \$505. Mutuels paid \$5.65. Time, 1:30/4.

Third race—The Congress stakes, for all ages: \$506 each, half forfeit. Club to add \$1,000, of which \$100 to second. The winner to be sold at anction, and any surplus over selling prices to be divided between the second and third. If entered to be sold for \$5.000, to carry 10 pounds above the seate; if for \$4,000, 5 pounds above; if for \$3,000, to carry 10 pounds above the seate; if for \$1,000, beaten isorses not liable to be chaimed. Two miles and a furiong.

C. H. Pettingill's Fair Count, aged, by Dudley, dam Adois, 95 pounds (Mesten).

2 W. P. Burch's Homespin, 4.85 pounds (Purcell), 3 C. H. Pettingill's Duke of Montalban, 5, 105 pounds (W. Donahue).

O. W. P. Burch's Helen Wallace, 5, 163 pounds (Maynard).

(Maynard) Betting—6 to 5, Duke of Montalban; 2 to 1, Helen fallees; 3 to 1, Pair Count; 5 to 1, Homespun; Pools—Pettingill, \$100; Burch, \$60; Nettle, \$10. Mutuels paid \$7.45.

Time, 3.50)4.

Fourth race—Purse \$400, of which 100 to second.

pand six.25. Time, 1945.
Fifth race—Purse \$400, of which \$100 to second, for all ages, three-quarters of a mile.
J. B. Sherman's Brad, 5, by Hurrah, dam Satire 111 pounds (Cross).
C. W. Medingor's Old Liz, 2, 72 pounds (Purcell). 2
W. P. Burch's Col. Sprague, 6, 115 pounds, (Mayter). nard). Shrewsbury stable's Corsair, 5, 111 pounds (Fisher). A. Fiennikin's Elexor, 5, 111 pounds (Scott)...

Betting—Even Col. Sprague, 6 to 5 Brad, 5 to 1 Corsair, 8 to 1 Old Liz, 15 to 1 Elexor. Publs—Sprague 590, Brad 225, Corsair \$20, field \$10. Mutuels paid \$15.90. Time, 1:18. The prize shoot and picnic of the Potomac Archery club was postponed from last Satur-day until May 39, 1884, on account of bad weather. A few members of the club, howweather. A few members of the ciub, however, went on the range and shot in the club
championship contest. Those scores now
stand: Maxson, S; Bartlett, 6; Randall, 4;
Flint, 3; and Parct, 1, and as there is but one
more meet this season the badge will go to
Maxson. Mrs. Bartlett has long since made
good her claim to the ladies badge and
championship.

The scores Saturday were:
Hits. Score.

J. F. Paret	Hils.
W. A. Bartlett	S3
W. A. Bartlett	S9
L. W. Maxsou	S5
L. B. Wight	70
Mrs. Bartlett	67
Miss Burnside	44
Miss Wilson	39

A 100 mile bicycle race, under the auspices A 100 mile bicycle race, under the auspices of the Capital club, will take place next Friday at Athletic park, beginning at 10 o'clock a. m. The entries so far are Thomas Midgeley, of Worcester, Mass.; Charles F. Frazier, the noted star rider; Capt. L. S. King, of the Maryland club, and R. F. Foster, of Baltimore. There are no entries of Washington wheelmen, and the contest will be principally for the purpose of making and breaking records. The race is expected to last seven hours. The race is expected to last seven hours.

The following is the record of base ball

games Saturday At Richmond-Virginia, 7; Baltimore, 4. (Six innings.) At St. Louis-St. Louis, 5; Providence, 4.

At Cincinnati-Cincinnati, 5; Buffalo, 1, At New York-New York vs. Metropoli tans (postponed).

The lawn tennis tournament, which was to have taken place Saturday afternoon, was postponed on account of the rain.

Thomas Patton, Charles Morris, Sol Green, Thomas Scott, William Smith, Thomas Ennis, and John Gordon were arrested by the de-tectives on Saturday, and charged with writing policy.

Inll Sinles. SEAL SACQUES,

FUR AND SATIN LINED CIRCULARS. LADIES AND GENTS FURS. BOYS' SEAL CAPS, from \$1.50 up.

FUR CARRIAGE ROBES, from \$10 up, FUR TRIMMING. JAMES Y. DAVIS' SONS,

021 PENNSYLVANIA AVENUE. ESTABLISHED ISSN. oc20-1m OPENING OF LADIES' FURS

In Seal Skin Sacques, Fur and Satin Lined Wraps, Muffs, and

Coacher Capes. FUR TRIMMING, VARIOUS KINDS.

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Inmin Supplies.

THE WEATHER MONDAY:

Partly cloudy and local rains,

Elphonzo Youngs,

IS OFFERING

New Buckwheat. Creamery Butter in 4-pound crocks, New Clover Honey, New Sugar Strup, Choice Maple Strup, Fine Oranges, Malaga Grapes, Emperor (Cal.) Granes, Tokay (Cal.) Grapes, Delaware (N. Y.) Grapes, Concord (N. Y.) Grapes, Large Bananas, Burre Bros'c Pears, Cal, Duchess Pears, Lot Preserving Pears, Rambo Apples, "Red Sweet" Apples,
"Howman Beauties" Apples,

SUGAR.

Pippin Apples,

New Raisins,

New Zantee Currents.

(Best New York Brands)-

FLOUR.

highest grade s bbl. Choice Flour for bbl. Washburn Superlative. bbl. Golden Hill.

ELPHONZO YOUNGS.

The Original No-Liquor Grocer,

504 NINTH STREET.

NEW HOMINY.

CAB LOAD HUDNUTS HOMINY DIRECT J. H. CRANE, CHINA, GLASS, FANCY GOODS,

BRIDAL AND SOUVENIR GIFTS, Antique Brass, Pincques, Decorated Dinner Sets (new), Uneful, Ornamental Brass Fire Sets, Fenders, &c. Superior Plaled Ware, Rich Cut and Engraved Glass,

And a Complete Assertment of Kitchen Requisites, J. W. BOTELER & SON'S,

923 Pennsylvania Avenue.

NOTICE TO HOUSEKEEPERS!

GOLDEN HILL,

WILL ALWAYS MAKE BEAUTIFUL ROLLS, BREAD, AND BISCUITS. Wholesale Depot Corner First street and Indiana avenue.

WM. M. GALT & CO. Cheese! Cheese! Cheese!

Large Consignment of Fancy, Full Cream, New York, Hersinger County Chrese, September make, Direct from Factory.

J. H. CRANE, WOOD COAL

Johnson Brothers. Wharves and Railroad Yard: Tweifth and Water streets southwest. Branch Yards and Offices:

aros and Omces: 120 F street northwest. 1515 Seventh street northwest. 1749 Pennsylvania avenue northwest. 1112 Ninih street northwest. Corner Third and K streets northwest. 221 Pennsylvania avenue southeast.

LARGEST PRIVATE BAILROAD YARD south of New York: also EXTENSIVE WHARVES, giving us unsurpassed facilities for the economic handling of FUEL of all kinds. COAL DELIVERED ON CARS DIRECT FROM MINES INTO OUR YARD. We deal only in best qualities of ANTHRACITE and BITUMINOUS COAL.

All kinds of WOOD, either in stick or prepared to order at our factory. CLEAN COAL, FULLWEIGHT and MEASURE, prompt deliveries, and prices as low as Fuel can be furnished.

New Buckwheat Flour. First of the Season. Direct from the Mills. Car load in 100 pound, 50 pound, and 25 pound bags. J. H. CRANE,

936 Louisiana Avenue.

T. D. DALEY, Sole Agent for the Eigin Butter Company's CREAMERY BUTTER.

The Best in the Market. STORE, No. 9 Center Market, Wholssale Row.

JOHN B. KELLY.

Dealer in First-Class

BEEF, LAMB, VBAL. MUTTON, &c.

Corned Beef a Specialty.

Stalls 678, 679, and 639 Center Market, Ninth-street
wing, and 298 and 208 Northern Liberty Market, or
address Box 71, City Postofilce. Marketing delivered
free of charge to all parts of the city.

Clothing, de. **NEW GOODS**

NEW STYLES

Fall and Winter Now Ready DEVLIN & CO.'S,

1320 F STREET, A Fine Line of Ready Made FALL OVERCOATS Just Re-

ONE-PRICE CLOTHIERS,

Seventh Street. Conts' Dress Sills Hats, at 45, 85, 42.

The Latest Styles of Flock and Brown Derby Hats, at 45, 82, 42, 41, 41, 50, octo-ins Seventh Street.

S. KATZENSTEIN, - Manager.

S. KATZENSTEIN, - Manager.

Clothing, de.

GENTLEMEN! Fall or Winter Suits,

Or OVERCOAT, you should examine MISFIT STORE

Corner 10th and F Streets,

The goods sold there possess merit in style and make, beauty in fabrics and trimmlings, and the prices range lower than those of any house in the city.

Our \$5 Overcoat is equal to any sold at \$0. Our \$5 Overcoat is equal to any sold at \$12. Our \$7 Overcoat is equal to any sold at \$12. Our \$7 Overcoat is equal to any sold at \$14. Our \$10 Overcoat is equal to any sold at \$14. Our \$10 Overcoat is equal to any sold at \$15. Our \$10 Overcoat is equal to any sold at \$15. Our \$10 Overcoat is equal to any sold at \$25. Our \$15 Overcoat is equal to any sold at \$15. Our \$15 Overcoat is equal to any sold at \$15. Our \$15 Husiness suit is equal to any sold at \$15. Our \$15 Husiness suit is equal to any sold at \$15. Our \$15 Husiness suit is equal to any sold at \$15. Our \$15 Husiness suit is equal to any sold at \$15.

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